

Message Text

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FM AMEMBASSY BUCHAREST

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USDOC FOR BEWT/TDAD

VIENNA FOR EWTC

E.O. 11652: N/A

TAGS: BTIO, EEW, RO

SUBJECT: BUCHAREST SUBWAY TUNNEL CONSTRUCTION, FIRST PHASE

REFS: (A) STATE 112205 (NOTAL); (B) BUCHAREST A-122,

JUNE 17; (C) BUCHAREST 2686 AND 2687

1. SUMMARY: ROMANIA IS SEEKING A TECHNICAL ASSISTANCE CONTRACT FOR CONSTRUCTION OF 30 KILOMETERS OF TUNNELS FOR THE FIRST PHASE OF BUCHAREST'S SUBWAY. AN OPEN CUT OF 9 KM ALONG THE DIMBOVITA RIVER WILL BE THE FIRST SECTION TO OPERATE. FTO ARCOM HOPES TO CONCLUDE CONTRACTS FOR MACHINERY TO CONSTRUCT THE WALLS AND TO INJECT FOUNDATION MATERIAL FOR STABILIZING THE TUNNEL WALLS AND FLOOR BY END OF JULY. PLEASE CONTACT APPROPRIATE FIRMS AND ASK THEM TO MAKE THEIR INTEREST KNOWN AS SOON AS POSSIBLE. END SUMMARY.

2. EMBOFFS HAVE BEEN INQUIRING WITH VARIOUS GOR AGENCIES SINCE LATE 1974 IN AN EFFORT TO OBTAIN ENOUGH INFORMATION TO ENABLE US FIRMS TO BID FOR PORTIONS OF THE BUCHAREST SUBWAY PROJECT, TO WHICH GOR IS COMMITTED IN THE 1976-80 FIVE-YEAR PLAN. WE RECEIVED SO LITTLE DATA THAT IT APPEARED THAT WE WERE BEING EXCLUDED FROM UNCLASSIFIED

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THE PROJECT, ESPECIALLY SINCE WE HEARD INDICATIONS THAT

BRITISH AND FRENCH FIRMS WERE DISCUSSING IT HERE. IT IS ALSO POSSIBLE, HOWEVER, THAT BASIC FEATURES OF THE PROJECT HAD NOT YET BEEN DECIDED OR THAT FOREIGN TRADE ORGANIZATIONS (FTOS) HAD NOT YET BEEN AUTHORIZED TO SEEK COMMERCIAL OFFERS. A SEPARATE METRO ENTERPRISE HAS BEEN ESTABLISHED, BUT REGULAR FTOS WILL BE RESPONSIBLE FOR IMPORTS FOR VARIOUS PORTIONS OF THE PROJECT. TOTAL COST OF PROJECT HAS NOT BEEN STATED AND MAY NOT BE ACCURATELY KNOWN.

3. FTO ARCOM IS RESPONSIBLE FOR IMPORTS OF TECHNICAL ASSISTANCE AND EQUIPMENT FOR CONSTRUCTING HEAVY FOUNDATIONS FOR THE SUBWAY. THEY ASKED EMBASSY ASSISTANCE JUNE 13 IN CONTACTING US FIRMS INTERESTED IN A TECHNICAL ASSISTANCE CONTRACT FOR CONSTRUCTING THE FIRST PHASE, A ROUTE OF 30 KILOMETERS, OF WHICH 21 KM WILL BE TUNNELLED UNDERGROUND AND 9 KM OPEN CUT. FIRM WILL BE EXPECTED TO PROVIDE TRAINING AND KNOWHOW IN CASTING CONCRETE AND BENTONITE IN PLACE, INJECTING CHEMICALS INTO THE SOIL TO STABILIZE FOUNDATIONS, PREFABRICATING WALLS, AND UNDERGROUND TUNNELLING.

4. PRIORITY IS BEING GIVEN TO CONSTRUCTING A DOUBLE-TRACK, 9 KM OPEN-CUT SECTION ALONG THE DIMBOVITA RIVER, WHICH IS SUPPOSED TO BEGIN OPERATION IN 1977. THERE IS NO BEDROCK, AND THE SOIL IS PARTICULARLY SOFT, INCLUDING STRATA OF FILL, SAND, GRAVEL, AND THIN LAYER OF CLAY. DETAILED SOIL DIAGRAMS WERE FORWARDED TO COMMERCE/BEW/T/ TDAD BY REPAIR B. WALLS WILL BE FROM 0.6 TO 1.0 METERS THICK. ALONG MOST OF TRACK, WALLS WILL BE 14 METERS DEEP, BUT AT STATIONS 24 TO 30 METERS DEEP.

5. ARCOM IS URGENTLY SEEKING OFFERS FOR FOUR SETS OF EQUIPMENT FOR CONSTRUCTING OPEN-CUT EXCAVATION WALLS AND FOR THREE MACHINES FOR INJECTING CONCRETE AND OTHER CHEMICALS INTO SOIL FOR STABILIZING WALL AND FLOOR FOUNDATIONS. SINCE ARCOM HOPES TO CONCLUDE CONTRACTS FOR THIS MACHINERY BY JULY 1975, DESCRIPTIONS HAVE BEEN CODED AND FORWARDED FOR TOP COMPUTER DISTRIBUTION (REFTEL C). OFFICIALS STRESSED THAT IT NOT NECESSARY UNCLASSIFIED

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FOR SAME FIRM TO SUPPLY ALL MACHINERY AND TECHNICAL ASSISTANCE.

6. ACTION REQUESTED: PLEASE CONTACT EXPERIENCED FIRMS CAPABLE OF UNDERTAKING TECHNICAL ASSISTANCE CONTRACT, INCLUDING UNNAMED FIRM MENTIONED REFTEL A, AND URGE THEM TO EXPRESS INTEREST AND INDICATE CAPABILITIES TO ARCOM. TELEX OR LOW-LEVEL VISIT FOR

DISCUSSIONS AT ARCOM WOULD BE MOST APPROPRIATE AT THIS STAGE. CONTACT MR. OCTAVIAN IACSISER, ARCOM, 91-93 CALEA VICTORIEI, BUCHAREST, TELEX 11-490, TELEPHONE 14-98-33.

7. METRO ENTERPRISE WOULD ALSO APPRECIATE RECEIVING INFORMATION ON US SUBWAY PROJECTS OR CATALOGS OF FIRMS INTERESTED IN THIS OR OTHER ASPECTS OF THE SUBWAY. EMBASSY WOULD APPRECIATE ANY EFFORT BY USDOC TO OBTAIN SUCH MATERIAL, WHICH WE COULD USE TO IMPROVE CONTACTS WITH METRO AND PROMOTE US PARTICIPATION IN THE PROJECT. AT LEAST TWO COPIES OF EACH SHOULD BE SENT TO EMBASSY, ATTN: COMMERCIAL SECTION, FOR FORWARDING TO METRO AND APPROPRIATE FTO.

8. EMBASSY WILL RESPOND TO PARA 2 REFTEL A LATER.
BARNES

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